AFFAIRS IN EUROPE

The Old World Arming for War and Statistics of the Armament.

Napoleon's Position with France Discontented.

The Duc d'Aumaie on the Military Power of France, Its Utilization and Influence.

Bonds of Union Between the English and American Peoples.

EARL DERBY ON THE EASTERN QUESTION.

Sed this port at an early hour yesterday after one of those fine and highly useful voy-hich the vessels of this line have become re-

l correspondence from the continent of Europe late a date as the written advices and news-now on board the Cunard mail steamship Asia,

ritish ship Edgar Cecil, wrecked fifteen days previous. The St. Laurent landed two hundred and eighty

PREPARING FOR WAR.

mands of their men. Bread, which with the large ajority of laboring people in Franco is in reality the staff of life," and their principal dependence, has near-doubled in price within the past three months and the wernment is seriously considering a return to the old stem of fixing the price of it weekly, keeping it at a wrate and paying out of the covernment treasury the sace which may accure to the bakers.

This system prevailed till about two years since, when a "liberti de les busingsrie" was announced, and since on the bakers have been commantly augmenting their ices. How people, even of mederate incomes, are to e in Paris during the mant for months to any notible to

THE WAR POWER OF FRANCE.

The Due d'Aumale on French Military Institutions-Napoleon's Position, Prospects and Duties Sketched by an Ex-Royal Review-

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PREPARING FOR WAR.

SPECIAL DEREPHENCE IF THE REAL.

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great difficulty and danger cither for home or foreign purposes.

As to foreign affairs it is clear that this vast armament of France has merely been suggested by a minaprechemiston of the causes that led to the audient and general collapse of the Austrian power. Because Austria broke down so misorably after a seven days' experiment the Emperor Napoleon exhibits mistras of his existing military institutions, and wishes to modify them by an approach to the victorious Promins system. Both systems, however, can hardly be hept up together with any hope of skitefactory results. The Prussian ayatem was purely defensive; as such it had existed for fifty years before it was put to the test, and then it was only for a short and limited campaign. The defeat of the Austrians, as the Duc d'Aumale observes, was owing to a variety of causes, not a few of which must be referred rather to their own weakness than to any overwhelming strength of their adversaries. The Prussian themselves seemed aware of the shortcomings of their own organization, and of its unfitness for offensive purposes, and did not venture to bring their forces into the field without important alterations, the principal of which consisted in prolonging the regular service from two to three years. That the French Emperor has no great faith in a more militial servicent, from his reluctance to reduce the service of his regular troops to less than five years. But the question is not as to any improvement in the French standing army, for, such as it is, it fears no comparison with the most thoroughly trained troops in Europe. The question is not as to any improvement of France. If reserve men and National Guard men are to be made into real soldiers; if France must needs addition to the already disproportionate military power of France. If reserve men and National Guard men are to be made into real soldiers; if France must needs take the field with from 1,200,000 to 1,500,000 men; if, as M. Jules Favre said, the whole country is to be turned into parallegation fro

THE ALABAMA CLAIMS.

No Unifriendly Report from Washington—The Bond of Union Between The English and American People.

[From the London Times, March 29.]

Lord Stanley's assurance that no unfriendly answer has been received from Washington on the subject of the Alabama claims justifies us in still looking torward to an honorable settlement of the whole dispute. It had been more than rumored that Mr. Seward not only objected to any reasonable limitation of the questions to be decided, but also insisted on including among them our right to recognize the Confederate States as a belligerent power. With every disposition to make all possible concessions, our government could not have submitted to such a condition, and we rejoice to learn, in effect, that it was never formally demanded. At the same time we infer, without surprise, and even without regret, from Lord Stanley's language, that no definite agreement has yet been concluded with respect to the mode or terms of arbitration. It could hardly be expected, after what had passed, that overtures from ourselves should be accepted without hesitation and without qualification. Time is often a material element in the adjustment of differences, whether personal or national, and the longer the interval between the alleged wrong and the inquiry the easier will it become to discuss it on both sides without passion or prejudice. The real difficuity will consist not so much in framing the points for adjudication as in determining the principles which are to govern them. Upon this ground the award of a foreign government would probably be more natisatory to both parties than any report that could be drawn up by a joint commission of jurists. We speak of "international law" as if there were actually in existence a written code or at least a body of precedents, capable of being applied to any given circumstances. In fact, however, as General Calonge trajly observes in one of his dispatches to our Minister at Madrid, there are no written enabodiments of international law secept

THE EASTERN QUESTION.

THE NEW RAILBOADS—MEETING OF CORPORATORS.—
On Wednesday afternoon a meeting was held of persons interested in the new railroad from Rosswille to Port Richmond, Staten Island. The chair was occupied by Dr. Edger, and Mr. A. C. Stimer acted as secretary. The report of the comm ittee appointed to prepare articles of association was received, with a copy of the articles of association was received, with a copy of the articles of association was received, with a copy of the articles of association was received, with a copy of the articles of association was received, with a copy of the articles of the Called the Richmond County Railroad and Ferry Company.
VIOLATION OF THE EXCES LAW.—Matthew English, Peter Schamp and Andrew Gray, of Middletown, were yesterday arrested for violation of the Etcise law in selling liquors without a license.

The USITARIAR SOCIETY.—A movement is being made to re-establish the Unitarian Society on Staten Island,

to re-establish the Unitarian Society on Staten Island, the church to be located on the north shore, in the vicin-ity of Sailors' Saug Barbor. A meeting of all those interested in the chiect will be held to day.

THE PARIS ROWING MATCHES.

tion to American Oarsmen-

second prize, the entry fees. Entry 40 frames, half forfeit.

Third race for yawls, &c., with four rowers to a beat. First prize, a work of art or 3,000 frames; second prize, same as above. Entries 30 frames, half forfeit.

The fourth race for yawls, &c., with six rowers to see the first prize, a work of art or 1,000 frames; second prize, as above. Entries 40 frames, half forfeit.

Fifth race for outriggers, with four caramen. First prize, a work of art or 1,000 frames; second prize, the entry fees. Entries 40 frames, half forfeit.

Sixth race, for shelftenis, one caramen. First prize, a work of art or 300 frames; second prize, the entry fees. Entries 10 frames, half forfeit.

The new onth race is for yawls, &c., with two caramen. First prize, a work of art or 300 frames; second prize, as above. Entries 20 frames, half forfeit.

The eighth race is for yawls, &c., with four caramen. First prize, a work of art or 300 frames; second prize, as above. Entries 30 frames, half forfeit.

The number of races and the value of prizes may be increased according to the number of entries. Besides the prizes a commencement would in to be struct and given to these who win prizes. Moreover, special to the terms of their presence at the regular.

SPECIAL CORRESPONDENCE OF THE HERALD. A New Schooner-Rigged Yacht for the Paris Exposition-The Beatmen of Besten Exult-

Exposition—The Beatmen of Besten Exultant, &c.

Boating men here are greatly interested in a beautiful schooner-rigged yacht that has just be m launched and completed at South Boston, and is intended for the great World's Fair, at Paris. When launched she was christened the Katharine M. Ward. Her design or model is original with her builder, Captain Austin Bearse, but she is not unlike in form the world-famed Henrietta. She is a thoroughly built vessel of 240 tons. In length she is 102 feet, she has \$0 feet length of keet, 25 fost 6 inches breadth of beam and 10 feet depth of hold. Her cabins are two in number, and are provided with thirty-six berths in one end and eight staterooms in the other, with storehouse and other apart ments, all fitted in the best style. Here finish is of hard wood, and she contains not a single timber that has not been assomed four years or more. Her bottom is planked with white oak, she is fastened with the best of copper and galvanized from and all the spites in her are galvanized.

The Catharine M. Ward is rigged as a yard topsail schooner. The length of her mainmant is 22 feet, her forming yard in 56 feet, topen and topgallant sail 16 feet. She will spread a large square sail, and when all her sails are set she will show about sixteen hundred yards of canvas.

At the launch of the Oatharine M. Ward quite a number of well known Boston yachtmen were present, including several members of the shw Scoton yacht club. The yacht was derivationed by the hady for whom she was named after the good old maken of breaking a bottle of who the time.

The Catherine M. Ward is rigged as a yard topsail schooner. The length of her mainmant is 22 feet, her forement? O, her main boom 36, however, our board 20 feet, fore boom 30 feet, main gaft 37 feet, fore gaft 28 feet, the foremity are in 55 feet, topsail yard 77 feet and topgallant sail 16 feet. She will spread a large square sail, and when all her sails are set she will show about sixteen hundred yards of canvas.

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detect the viliains. In addit reward of \$1,000 for the appr

CANADA.

SPECIAL TELEGRAM TO THE HERALD.

hoped here that the ireaty would not be ratified, now its possession is likened oute a fine ice field. Growthacks sell at 27 to 27 1/2 discount. Five-twee are sold at 107 1/2 to 1033/2; seven thirties at 106 to 1/2

NEW JERSEY INTELLIGENCE.

voted against the democratic party.

Aproximate at the Governor.—Hon. O. D. Fallonburg, member for Hudson, has been appointed by Governor Ward a Police Commissioner in Jersey City, vice John W. Paughorn resigned.

THE DEVERUE CUTTER NAMET LANS.

Shall She be Restred as a Cutter for This Starting?

Considerable interest provide at present among many of our most information shapping marries and the Board of Underwriters relative to the proposed site by the United States government at public starting of the steam revenue outler Starting Law. The vessel in question was originally built for a revenue outler for this station, and as much performed some very notice and efficient service; but on the outbreak of the war she was transferred to the Navy Department, and while doing duty as a gualent off Galvesion, Terms, she was captured by the rebels, and after undergoing some repairs at that port she succeeded in running the block-ade with a carge of cotton to Havana. Here the rebels used their best endeavors to fit her up as a privateer, but through some bungling on their part their efforts in this particular were unsuccessful. The war was brought to a close before they would get her out of the harbor or off their hands, and after an abortive attempt to burn her she was handed over to the United States authorities, with a number of other vessels, as abandoned rebel property. As such the Navy Department must soil her; but it is said that she cannot bring one-quarter of her real value, being almost useless, as she now stands, for merchant service, and fit for nothing but that for which she is admirably adapted. The Navy Department, deeming her not exactly the style of vessel now required for a gualbeat, have datasmired to soil her at public auction, with several of the other rebel vessels new upon their hands, and our merchants and the Board of Underwriters desire the Revenue Department to buy her for this station, either at the sale, or at a fair appraisament, and to thus prevent the stanch little craft from falling into the hands of private parties. The Harriet Lane was launched in the spring of 1849.